

# WESSEX

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## CONSTRUCTION / DEMOLITION ENVIRONMENTAL MANAGEMENT PLAN



BISHOPSTOKE MEMORIAL HALL  
17 RIVERSIDE  
BISHOPSTOKE  
SO50 6LQ

**Project No: 11246**

| Rev      | Date       | Prepared By  | Reviewed By   |
|----------|------------|--------------|---------------|
| CDEMP 04 | 27/02/2024 | Ashley Grant | Richard Grant |

## **Introduction**

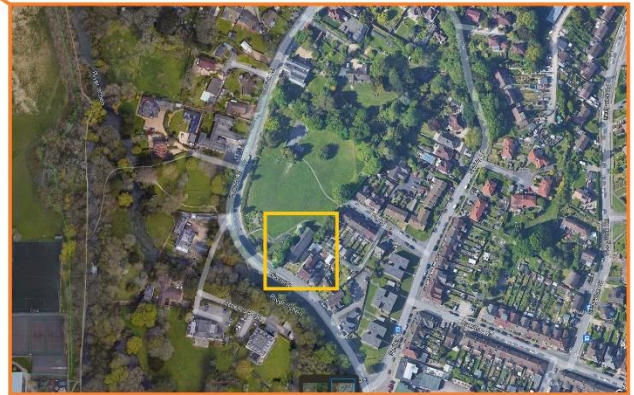
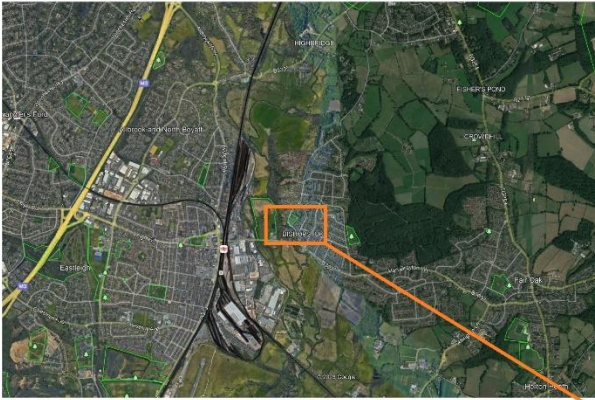
This Construction Environmental Management Plan provides a brief overview of the systems and procedures we intend to utilise in controlling the demolition operations on site, ensuring all of our standards and protocols are adhered to in order to progress the project in the most safe and efficient manner possible.

## **Site Location**

Address: 17 Riverside, Bishopstoke, SO50 6LQ

The site is located approximately 1 mile from Eastleigh town center and is directly opposite the River Itchen, the site covers an area of approximately 1000m<sup>2</sup> inclusive of proposed welfare and compound areas.

Location of the site below:



## **Description of Project**

Bishopstoke Memorial Hall was formerly a community hall used by the local village. It has suffered vandalism more recently and has become a point of attraction for anti-social behaviour.

The project involves the demolition of the complete structure, a single storey timber portal frame structure with asbestos cement roof panels, including the associated modular building and timber shed.

Anticipated duration of demolition is 4 weeks.

## **Site Evaluation & Existing Boundaries**

The site is within Bishopstoke Conservation area and surrounded by a mixture of residential and light commercial properties to the east and south, with a recreational park immediately to the north and the River Itchen approximately 20m to the west and southwest elevations. The road, Riverside, has been seen to have light to medium levels of traffic.

Due to the presence of sensitive receptors, great care and consideration needs to be taken to minimise and reduce our environmental impact. Demolition work can release contamination and produce high levels of noise, dust and vibration if not managed correctly.

***Important Note: No contaminants of any kind should find their way into the River Itchen.***

This document is designed to ensure controls against contaminants and environmental issues but if at any point it whilst on site it is considered that the measures outlined in this document aren't adequate, works shall cease and additional measures will be reviewed and implemented to prevent contamination.

## **Traffic Systems and Restrictions**

Due to limited space on site, the site welfare and compound will be established on the grassed area to the north of the building and accessed from Portal Road.

Site staff will utilise existing parking spaces within the site boundary or alternatively, within available spaces on Portal Road. Use of Portal Road for parking will be strictly a secondary measure, vehicle sharing will be organised to minimise / eliminate the requirement to park off site. This will be regularly reviewed and if the compound proves to be insufficient in size it will be enlarged accordingly.

All deliveries will be made via the site entrance via Portal Road.

A traffic marshal will direct and control traffic entering and exiting site on a daily basis, the traffic marshal will ensure all deliveries are removed from the access road and onto site upon their arrival minimising any impact on local highways.

Vehicles will be instructed to remain on external hardstands and protected ground, which will remain for the duration of the project, it is envisaged there will be a small risk of mud or dirt being transferred on to the highways. All construction vehicles that are required to access and

exit the site will be subject to a visual wheel inspection to ensure all vehicles leave site in a clean and safe condition.

If it becomes apparent that wheels require washing we will immediately implement a wheel washing station. Road sweepers will also be utilised to clear any dirt that has been transferred onto the road.

If street lining is damaged this will be refreshed to ensure visibility.

### **Refer to Appendix 1 for Site Layout Plan**

All pedestrian access to the site will be via a pedestrian access gate, segregation between pedestrians and site plant & vehicles will be provided and all vehicle movements will be banked by an appointed person.

Local road speed limits will be adhered to as well as the site speed limit of 5mph.

### **Emergency services routes**

Access for emergency services on site will be via the site access route via Portal Road. A traffic marshal located at the main site entrance will ensure that safe access routes are maintained for emergency services.

### **Local environmental considerations**

It is our intention to minimise the impact that the construction process could have on the local environment and the neighbouring community.

All care will be taken to prevent (where possible) or minimise the primary environmental nuisances, noise and dust pollution (including asbestos fibres). Below are some actions that will be carried out to abate these problems should they be required.

Wessex Demolition & Salvage Ltd follow Legislation and Best Practice Guidance when it comes to dust, noise and vibration control such as:

The Control of Dust and Emissions from Construction and Demolition Projects

BS 6187: Code of Practice for Full and Partial Demolition

BS 5228: Code of practice for noise and vibration control on construction and open sites

Reduction in noise disruption will be achieved by:

### **Plant and Machinery**

- Where available, mobile site plant shall be fitted with broadband/white noise reversing alarms or reversing alarms will be turned off where safe working practices can be undertaken.
- All plant and machinery shall be maintained in good and efficient working order.
- Machines and plant in intermittent use shall be shut down in the intervening periods between work or where this is impractical, shall be throttled to a minimum.

- All relevant plant and equipment shall meet the Noise Emission in the Environment by Equipment for use Outdoors Regulation 2001.
- Where practicable stationary plant is to be sited away from any noise sensitive areas and plant known to emit noise strongly in one direction shall be orientated so that the noise is directed away from such areas.
- No plant shall be left running outside the hours for noisy works as specified.
- All site operatives shall be instructed on the importance of noise control and of keeping the noise impact of the works to a minimum. Particular instruction shall be provided to site supervisors with particular responsibility for the control of noise.
- All contractors and subcontractors shall comply with the requirements of the Control of Pollution Act 1974 (with particular reference to Part III) and the Environmental Protection Act 1990.
- All contractors and subcontractors will at all times apply the principle of Best Practicable Means as defined in section 72 of the control of Pollution Act 1974. All contractors and subcontractors will carry out all work in such a manner as to reduce any disturbance from noise and vibration to a minimum.
- All contractors and subcontractors shall comply with, and follow the recommendations set out in BS 5228: 2009: Part 1 and 2 with respect to the minimising the noise and vibration arising from the works.
- All contractors and subcontractors will bring to, and employ on site the most quietly operating plant and equipment compatible with the safe and efficient execution of the works. All plant brought to the works site shall comply with the relevant EC/UK noise limits applicable to that equipment or shall be no noisier than would be expected from the noise levels quoted in BS 5228:2009 Part 1: Noise and Vibration Control on Construction and Open Sites. Contractors and subcontractors also will maintain that plant properly and operate it according to manufacturer's recommendations. Electrically powered plant will, wherever practicable, be used in preference to mechanically powered alternatives.
- Site vehicles shall be routed to and from the site so as to minimise disturbance to local residents as much as reasonably possible.

**Reduction in dust, pollution and other airborne debris will achieved by:**

- Ensuring that all materials transported to and from the site are in enclosed containers or fully sheeted
- During dry periods the works at risk of producing dust are to be dampened down to control the generation of dust
- Ensuring materials have a minimum packaging
- Ensuring polystyrene and similar light weight materials are weighted down or covered as soon as possible
- Making sure all dust generating materials are adequately packaged
- Ensuring all vehicles leaving the site have clean wheels and that loads are covered where spoil or demolition materials are being removed.
- Keeping the loading drop heights of spoil into lorries as low as possible

- Implementing an effective procedure to deal with complaints from third parties
- Asbestos removal will be undertaken by trained and competent site staff in line with Control of Asbestos Regulations 2012 and best practice guidance.
- Asbestos removal will be undertaken via manual methods to reduce the chance of breakages.
- Asbestos will be loaded directly into skips and sealed/covered prior to removal from site.
- A decontamination area / unit will set up during the asbestos removal
- Installation of sediment control berms

In addition to the above provision the following measures will be taken to reduce any further negative effects on the environment:

- Ensuring all contaminants that are kept on site are safely stored with the necessary procedures in place for controlling leaks and spillages.

We treat environmental issues seriously and will use best practicable means to minimise the effects of noise and dust on the environment and local community.

Although water will be used to control dust, any potential run off will be managed so that firstly the potential for runoff is minimised via controlling the quantity of water used. Secondly that potential runoff is captured, with particular emphasis on the southern boundary to protect the River Itchen. A sediment control barrier will be installed, consisting of straw bales wrapped in a silt netting to filter silt and debris at risk of being washed out of the site boundary.

## **Trees**

A number of trees are being removed as part of the wider scheme, this is outside the scope of the demolition phase.

## **Ecology**

### **Birds**

Work is anticipated to commence outside of bird nesting season.

Care will be taken during the demolition and all further phases of work. Demolition will cease in the event of any wildlife discoveries and an ecologist will be informed to advise on how to proceed.

### **Bats**

Hampshire Ecological Services undertook two bat activity surveys, which has confirmed that no bats have been seen emerging from or re-entering the Memorial Hall and therefore it can be demolished without further survey or constraint within the next 12months. Reference can be made to the report dated November 2023.

## **Newts**

There is a red great crested newt impact zone, recording the presence of great crested newts approximately 150m from the site, across the road. The site is generally suboptimal for great crested newts with the exception of some small areas of long vegetation. In line with Hampshire Ecological Services report dated November 2023, the following precautions will be undertaken to minimise the risk that amphibians would be harmed during works (if present). Prior to work commencing, areas of long vegetation will initially be strimmed to a height of 6cm. This is likely to deter any amphibians in the vicinity but a second cut will be carried out at least 24 hours later to further reduce the vegetation height to no more than 3cm to deter anything from entering the area. This will be maintained for the duration of the works.

## **Site Set up & Site Access**

The site will be accessible via the entrance off Portal Road.

The entrance will be opened and goods vehicles escorted in to the site by a traffic marshal.

The site will be separated into two areas, the main demolition area and the welfare area. Site staff and visitors will report to the office within the welfare area before being permitted to enter the main demolition area.

Operatives can only access the site working areas after receiving a site safety induction.

Site notice boards will be displayed at the site entrances and will display key site and company contact details, access and egress procedure, site rules and all necessary health and safety information.

Vehicles will exit via the same entrance turning around within the turning area (outlined on the Site Layout Plan) and exiting in a forward gear, with traffic marshal re-securing the gates behind the vehicle. The turning area will be regularly reviewed and if it proves to be insufficient in size it will be enlarged.

The location of the compound runs across an existing pedestrian footpath. A temporary path will be installed to connect the footpaths from the north and south of the site. To facilitate this a section of the metal post will be removed and reinstated on completion of the demolition work.

## **Site Security**

Security during site working hours will be maintained by the use of a secure gate system, all vehicular gates will be locked at all times and controlled by our traffic marshal for vehicle movements.

Visitors and operatives entering and exiting site will be required to sign in and out.

Fire escape routes, fire fighting stations, alarm points, muster points will be established and identified during the site induction.

Site Management will be responsible for seeing all plant and materials are stored safely and securely after the work day ends.

### **Site Hoarding**

It is proposed that timber hoarding will be installed to the site perimeter, the hoarding will be designed in line with temporary works requirements and will consist of ply sheeting fixed to timber posts concreted into the ground, standing at 2.4m high with a pedestrian and vehicle access gate.

The hoarding will be painted in a single colour, anticipated to be green, in line with Eastleigh Borough Council's colour scheme.

### **Control of construction traffic**

Suppliers and subcontractors will be notified in advance of the desired location for deliveries.

Any abnormal loads to be delivered will be notified in advance to the local authorities / police.

All gates on site open inwards and will not impede the public highway or footpaths at any time.

### **Site Lighting**

During the darker periods such as winter consideration to lighting the working areas will be required. It is not currently proposed that any flood lighting will be established. Our demolition plant are equipped with headlights which will illuminate the direct working areas.

Welfare areas will have lighting directed towards the ground at a height no greater than 3m. All lighting will be turned off at the end of each work day.

### **Emergency Services**

Emergency services will be informed of access arrangements to site areas. Calling the services will be actioned in accordance with our site emergency procedures.

### **Site offices and welfare accommodation**

WC facilities are available within the welfare area on site. Combined canteen and office facilities will be provided. This unit is envisaged to be suitable for up to 6 operatives, we do not anticipate exceeding this number on site at any time. If it becomes clear that this number of operatives will be exceeded alternative welfare may be considered or a workforce lunch break rotation may be implemented to avoid overcrowding.

Sub-contractors will have use of the site welfare accommodation.

### **Liaison and good neighbour policy**

We understand the importance of creating and maintaining good relationships with neighbouring parties.

We will work with Eastleigh Borough Council and on their request relevant information will be distributed to the surrounding residents and establishments to advise them of our planned operations and any impact it will have upon them.

A 'Liason Officer' will be appointed by Wessex Demolition, generally the Contracts Manager or Contracts Co-ordinator, to inform and keep the local residents and businesses informed and to give a single point of contact for any queries they may have. Initially written correspondence will be made detailing the type of work and anticipated duration. Site contact names and telephone numbers will also be displayed at the site entrance.

A suitably qualified representative of the site will keep accurate records of complaints received. Such records will include the time, date and nature of the complaint, the complainants name, address and contact telephone number, where provided, and details of any action taken.

### **Protection of third parties**

All site activities are to be contained within the fenced boundary line and a Traffic Management Plan will be implemented to ensure no disruption is caused to traffic or pedestrians on the adjoining roads or walkways.

Although not anticipated, if for any reason loading or unloading cannot be safely or effectively undertaken within the site boundary then banksmen will be present to the front and rear of the delivery vehicles to control and restrict access for a short period of time.

### **Working hours**

Construction working hours are stipulated as:

Mondays to Fridays – 08.00 -18.00 (No plant or equipment to be started until 08.00)

Saturdays – 09.00 -13.00 (and via prior agreement with Eastleigh Borough Council)

Sunday and Bank Holidays – Site Closed

Notwithstanding this there may be certain occasions when work outside these hours may be necessary. In the event of this, work would only be carried out following consultation and agreement with our client and any other relevant parties.

### **Materials control and storage**

During the demolition phase, delivery of materials will be at a minimum, there will however be a significant amount of material collected from site, arising from the demolition work, such as timber, general waste, concrete/ rubble and metals.

Delivery vehicles will be controlled to ensure that loading and unloading only takes place within in the correct locations and within the site boundary.

Due to limited space on the site and the sensitive receptors, site plant will be delivered with full tanks and re-filling will be carried out strictly when required. Diesel storage bowsers will not be present on site. All re-fuelling will run in accordance with the Refueling and Spill Procedure – **Refer to Appendix 2.**

Due to limited space on the site, materials will initially be loaded directly into skips and removed from site or stored within the building footprint. As the demolition progresses additional space will become available for skips and materials on the existing floor slab, which will be retained until the final stages of the project and then lifted starting from the southern elevation, working north.

### **Secure storage of materials, plant, tools, chemicals and gases**

Secure storage of materials, plant, chemicals and gases will be controlled to avoid accidental run off, contaminating the ground and waterbodies.

Plant and equipment will be stored within a secure compound at the end of each work day, this compound will be secured within the site boundary. Spill kits and 'plant nappies' will be easily accessible in the event of a leak, these items are kept within the compound and within the cabin of each item of plant.

No chemicals or gases will be delivered to site, if existing items are found on site they will be secured within a lockable container and removed from site at the earliest opportunity.

### **Rubbish removal, management and recycling**

An important part of the site management process involves site cleansing, rubbish removal and recycling.

Wessex Demolition aim to reuse and recycle a minimum of 95% of all waste produced on site, we do this by separating materials on site and ensuring they are loaded into the appropriate skips. We aim to minimise contaminated waste, which increases the amount of waste that can be reused or recycled.

All salvageable and reusable materials identified by our client on this project project will be saved and transferred to a safe location to be stored for our client to reuse. All other materials are taken to a number of facilities for processing such as recycling and waste transfer stations.

All waste that leaves the site as well as any materials recycled on site are recorded and then added to the Waste Management Plan.

This will include details of how we intend to reduce and manage site waste:

- Enforcing good housekeeping measures e.g. proper storage of materials to minimise spillage.
- Monitoring the generation of waste in order to identify trends and areas for further investigation.

- Identifying recyclable and salvageable materials and where feasible find secondary or alternative uses.
- Segregate waste types to facilitate recycling activities.
- Ensuring that all Duty of Care and other legal requirements are complied with during the disposal of wastes.
- Consulting with suppliers to determine correct / appropriate disposal routes for waste products and containers.
- Assessing the project design to identify ways in which waste generation through raw material wastage and from temporary and permanent works activities can be avoided and minimised.
- Setting waste reduction targets as well as educating and informing site staff.
- Reducing usage of diesel, electricity and water on site by adopting good practices and management procedures.

Data will be provided on the level of waste produced and the level to which this material has been recycled.

It will be the responsibility of the site supervisor to keep the site area under his control safe from buildup of rubbish.

### **Induction / Site rules /consultation**

Every person who enters the site will receive the site safety induction before they are allowed to leave the compound and commence any work on site. All documents within the site Health & Safety file, including this CEMP will be covered within the induction.

Inductions will provide an introduction to the project, a description of the project risks and a review of the individual's competency. Site Access will only be permitted following site induction from Wessex Demolition's site supervisor. All site operatives and visitors will be inducted prior to commencement on site in a clearly defined facility without exception.

Our induction talks for operatives new to the site will include site rules which cover:

- Behaviour toward others on site and nearby
- Drugs and alcohol
- Smoking areas
- PPE and safety issues
- Welfare facilities and use
- Security issues
- Emergency procedures
- Good and bad practice

***The site induction will also be used to highlight the importance of protecting the local environmental receptors, particularly the River Itchen.***

The above list is not exhaustive.

We will hold regular consultation meetings with the workforce to assess safety performance on site and review any areas that can be improved, these meetings will be open to all on site.

Regular 'Tool Box Talks' will be undertaken, chaired by the Site Supervisor to all contractors and site operatives outlining a variety of relevant Health and Safety issues.

## **Health and Safety**

To minimise risk and control exposure, full Risk Assessments and Method Statements will be produced and approved prior to works commencing.

Wessex Demolition treats safety as a high priority and has invested heavily in safety training to ensure that all site operatives employed by us are knowledgeable and competent in their roles. Skilled and experienced workers are teamed up with less experienced workers to further assist in their development.

## **First Aid**

The majority of Wessex Demolition's site management are qualified First Aiders and as a company, we strive to increase the percentage of competently trained site staff. The site will have a First Aid trained member of staff in attendance at all times.

## **Noise and Hearing Protection zones**

Hearing protection zones will be established where loud working processes are being carried out, hearing protection must be provided and worn if noise levels reach or exceed 85Db.

Careful planning and use of appropriate plant and equipment normally keeps these requirements to few and very short periods.

## **Construction Activities**

The demolition works will be carried out in accordance with detailed method statements and risk assessments approved by Wessex Demolition and subcontractors (if applicable) on site and in accordance with this CEMP and Wessex Demolition Health, Safety and Environmental Procedures.

## **Appendix 1**

Site Layout Plan Rev 2

## **Appendix 2**

Refuel and Spill Procedure